

PFC Application Number: 96-03-U-00-LEX.

Level of the proposed PFC: \$3.00.

Proposed charge effective date:

November 1, 1993.

Proposed charge expiration date:

September 1, 2005.

Total estimated PFC revenue:

\$15,154,632.

Brief description of proposed project(s):

Use Only

(1) Assess Environmental Impacts of Proposed Parallel Runway

(2) Implement Noise Abatement Program—Phase II

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 or part 298 (Air Taxi Operators).

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Blue Grass Airport.

Issued in Memphis, Tennessee, on May 23, 1996.

LaVerne F. Reid,

Manager, Airports District Office, Southern Region.

[FR Doc. 96-13773 Filed 5-31-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application (#96-02-C-00-CPR) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Natrona County International Airport, Submitted by the Board of Trustees of Natrona County International Airport, Casper, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Natrona County International Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before July 3, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN-

ADO; Federal Aviation Administration; 5440 Roslyn Street, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Eddie F. Storer, Airport Manager, at the following address: Natrona County International Airport, 8500 Airport Parkway, Casper, WY 82604-1697.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Natrona County International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 286-5525; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn Street, Suite 300; Denver, CO 80216-6026. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#96-02-C-00-CPR) to impose and use PFC revenue at Natrona County International Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 23, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Natrona County International Airport, Casper, Wyoming, was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 23, 1996.

The following is a brief overview of the application.

Level of the Proposed PFC: \$3.00.

Proposed charge effective date: March 1, 1997.

Proposed charge expiration date: October 31, 1999.

Total requested for use approval: \$427,704.00.

Brief description of proposed project: ARFF improvements; Acquire snow removal equipment (SRE); Construct wildlife control fencing; Rehabilitate airfield lighting system; Rehabilitate Taxiway "C"; Relocate road out of runway safety area.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None, as approved in the Record of Decision dated June 14, 1993.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration,

Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Natrona County International Airport.

Issued in Renton, Washington, on May 23, 1996.

Dennis G. Ossenkop,

Acting Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96-13774 Filed 5-31-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: New London County, CT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed transportation improvements within the Connecticut Route 2/2a/32 (CT 2/2A/32) corridor in the towns of Norwich, Preston, Ledyard, North Stonington, Stonington, Montville, New London, Connecticut.

FOR FURTHER INFORMATION CONTACT: Donald West, Division Administrator, Federal Highway Administration, Connecticut Division Office, 628-2 Hebron Avenue, Suite 303, Glastonbury, Connecticut 06033. Telephone: (860) 659-6703; or Edgar T. Hurle, Director of Environmental Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike, P.O. Box 317546, Newington Connecticut 06131-7546. Telephone: (860) 594-2920.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Connecticut Department of Transportation (ConnDOT), will prepare an EIS to analyze potential impacts of transportation improvements within the CT 2/2a/32 corridor in southeastern Connecticut. The approximate length of the study area corridor is fifteen miles. Proposed improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. A Major Investment Study (MIS) is currently being conducted for the corridor to develop alternatives to be considered in the draft EIS. The alternatives being considered in the MIS include the no action, minor roadway improvements, roadway widening, new

roadway alignments, expanding existing railroad service, new railroad alignments, and bus ways. In conducting the MIS an advisory committee was established with representation from the corridor towns. During the MIS process, more than thirty public meetings were held in addition to five public informational meetings. At the completion of the MIS, a scoping meeting will be held to solicit public input for the EIS as well as to report on the findings of the MIS. This meeting is anticipated to be conducted in June 1996.

To ensure that a full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

During the EIS a number of public informational meetings will be held at major milestones in the process. In addition, the Department will hold a public hearing or hearings approximately 30 days after the draft EIS has been made available for public and agencies review and comment.

(Catalog of Federal Domestic Assistance Program number 20.205, Highway Planning and Construction. The regulation implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: May 22, 1996.

Donald J. West,

Division Administrator, Hartford, Connecticut.

[FR Doc. 96-13769 Filed 5-31-96; 8:45 am]

BILLING CODE 4910-22-M

SURFACE TRANSPORTATION BOARD

[STB Special Tariff Authority No. 1]¹

Petition To Allow Short-Term Notice of Fuel Cost-Related Increases

AGENCY: Surface Transportation Board.

ACTION: Notice of decision.

SUMMARY: On April 16, 1996, the American Trucking Associations, Inc., the Interstate Truckload Carriers Conference, and the American Movers Conference (collectively petitioners) jointly requested the Surface Transportation Board (Board) to permit motor carriers still subject to statutory tariff-filing requirements to implement fuel-related surcharges on one day's

notice. After receiving public comment on petitioners' request, the Board has decided to deny the relief sought.

DATES: This action is effective on May 28, 1996.

FOR FURTHER INFORMATION CONTACT:

Ronald A. Hall, (202) 927-5639.

[TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Petitioners sought blanket short-notice rate increase authority to facilitate prompt recovery of increased fuel costs incurred by household goods carriers and carriers participating in joint motor/water rates in the noncontiguous domestic trade. In our decision served April 19, 1996, we concluded that, although they must themselves maintain tariffs, household goods carriers do not need short notice relief because, like most other motor carriers, they do not file tariffs with the Board, nor are their tariffs subject to the Board's tariff filing regulations at 49 CFR Part 1312; thus, they may adjust their rates to deal with fuel cost increases free from the Board's oversight. Noting that it was unclear whether rising fuel costs had a substantial impact "on the extremely limited amount of service that remains subject to the Board's tariff-filing jurisdiction, and hence over which the Board has authority to grant the relief sought by petitioners," we sought comment on petitioners' request as it pertains to motor carriers providing joint-rate service with water carriers in the noncontiguous domestic trade.

We received only one comment, from the Distilled Spirits Council of the United States, Inc. (DISCUS). DISCUS opposes the relief sought.

We are denying the relief sought. The initial petition presented general information on fuel price increases, but no interest responded to our request for input on the impact that rising fuel costs have had on the noncontiguous domestic trade. Moreover, it appears that recent fuel price increases have leveled off. According to information from the U.S. Department of Energy's periodic survey, diesel fuel prices appear to have peaked during the second half of April, and have since begun to stabilize and even drop. Even on the West Coast—the region hit the hardest by the recent fuel price increases—prices have stabilized since the beginning of the month.

We recently granted individual applications of two carriers—one water carrier and one motor carrier—seeking relief from the 7-day rule.² We will

continue to entertain individual requests for relief when appropriate. It does not appear on this record, however, that an across-the-board waiver is warranted.

Accordingly, we deny the broad relief sought here.

It is ordered:

The petition is denied.

Small Entities

This action will not have significant economic effects on a substantial number of small entities.

Environment

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: May 20, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-13802 Filed 5-31-96; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF VETERANS AFFAIRS

Agency Information Collection: Submission for OMB Review; Comment Request

AGENCY: National Cemetery System, Department of Veterans Affairs.

ACTION: Notice.

SUMMARY: The National Cemetery System (NCS), Department of Veterans Affairs, has submitted to the Office of Management and Budget (OMB) the following proposals for the collection of information under the provisions of the Paperwork Reduction Act (44 U.S.C. Chapter 35).

OMB Control Number: 2900-0232.

Title and Form Number: Verification of Eligibility for Burial in a National Cemetery, VA Form 40-4962.

Type of Review: Extension of a currently approved collection.

Need and Uses: The information is used to verify and determine eligibility for burial in a national cemetery and to establish permanent records of interments.

Affected Public: Individuals or households.

Estimated Annual Burden: 11,754 hours.

Authority No. 2 (STB May 6, 1996); *Fuel Surcharge Increase on One Day's Notice (Viking Freight Systems, Inc.)*, Special Tariff Authority No. 3 (STB May 10, 1996).

¹ Formerly docketed as Special Tariff Authority No. 9601.

² *Fuel Surcharge Increase on One Day's Notice (Crowley Marine Services, Inc.)*, Special Tariff